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BOSTON REDEVELOPMENT AUTHORITY

ANNUAL REPORT

1963

Honorable John F. Collins
Mayor of Boston

The Honorable City Council

The Boston Redevelopment Authority, in accordance with the provisions of section 25, Chapter 3, Revised Ordinances of 1961, submits herewith its Annual Report for 1963.

The Report contains an account of the planning and renewal activities carried on by the Authority during the year. Because of the size and the impact of the Authority's program upon the City, we hope the report will prove informative to you and to the people of Boston.

The Year 1963 was an eventful one for the City and for the Authority's program. We wish to take this occasion to express our deep appreciation to you, Mayor Collins, for your strong and unfailing leadership in the effort to build a new Boston. We wish also to assure the newly elected City Council that we look forward to their cooperation and support in 1964.

Very truly yours,

Rt. Rev. Francis J. Lally
Chairman
Boston Redevelopment Authority

CITY OF BOSTON

1964

John F. Collins, MAYOR

CITY COUNCIL

Katherine Craven	Barry T. Hynes
George F. Foley, Jr.	Christopher A. Iannella
William J. Foley, Jr.	John E. Kerrigan
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THE BOSTON REDEVELOPMENT AUTHORITY

Rt. Rev. Msgr. Francis J. Lally	Chairman
Stephen E. McCloskey	Vice Chairman
James G. Colbert	Treasurer
Melvin J. Massucco	Asst. Treasurer
George Condakes	Member
Edward J. Logue	Development Administrator

ANNUAL REPORT - 1963

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1963: A SUMMARY

1963 marked the completion of the third year of the Development Program launched by Mayor John F. Collins on September 22, 1960. Calling upon all citizens of Boston to join in a major effort to revitalize their City and regain for her the greatness of her past. Mayor Collins outlined a bold and comprehensive attack upon the blight and decay threatening Boston's downtown sector and neighborhood areas. He pointed out that only a comprehensive program of Federally-assisted urban renewal activity would be sufficient to meet the challenge.

STATUS REPORT

By the end of 1963, the Federally-aided urban renewal program carried on by the Boston Redevelopment Authority included:

- 4 urban renewal projects in execution
- 2 projects operating under Early Land Acquisition Loans,
- 4 urban renewal plans under preparation,
- 3 project areas advancing to the Survey and Planning stage,
- 3 General Neighborhood Renewal Plans nearing completion,
- 3 Demonstration rehabilitation programs, and
- 1 pilot program in neighborhood conservation.

At the end of the year, Federal grants and reservations for Boston totalled \$103,884,955, or the fourth largest Federally-assisted effort in the nation among the nearly 500 cities and towns now engaged in Title I activities.

Perhaps the most dramatic event of the year was the ground-breaking ceremony for the new City Hall held on September 18, 1963. Heralded by town criers dressed in colonial weskits and tri-cornered hats, the ceremony symbolized Boston's rich ties with the past as well as her strong commitment to the future.

CONSTRUCTION ACTIVITY: 1963

Tangible evidence of progress on the Development Program became available in 1963. Construction of the \$20 million dollar new City Hall and the \$25 million dollar Federal Office building began in Government Center; 284 units of new low-income housing got underway in two privately-sponsored developments in Washington Park, and demolition began for a \$12 million dollar high-rise apartment building on Tremont-Mason Streets in downtown Boston.

The first apartment building of 276 units was completed and opened for occupancy in the Whitney Street Project. Development of the last parcel in the New York Streets Project was announced. Two apartment building towers containing 466 units were nearing completion in the West End. And construction moved swiftly ahead in the \$150 million dollar Prudential Center Complex.

By the end of 1963 public and private investment completed or underway in project areas totalled more than \$100 million dollars. Firm commitments for future development totalled another \$200 million.

HOUSING AND RELOCATION

At the close of 1963, 742 new housing units had been completed in the West End and Whitney Street Projects and 754 more units were under construction in Washington Park and the West End. An additional 319 units in Washington Park and Whitney Street were scheduled to get underway early in 1964. It is significant to note that all 459 units scheduled for Washington Park during 1963 are designed for larger families at low-moderate rental rates; these apartments will contain from two to five bedrooms and will rent from \$75 to \$105 per month.

Rehabilitation of existing housing is a major feature of the Authority's program. During the year demonstration rehabilitation programs were operated in the South End, Washington Park, and Charlestown, and special advice and assistance were being given property owners who wished to undertake repairs.

The majority of families and persons relocated during the year came from Washington Park and the Castle Square section of the South End. Every effort was made to secure

for them decent, safe and standard housing at prices which they could afford. Information and advice on public housing accommodations and on low-interest FHA mortgage financing were included among the regular services of inspection and referral of standard rental units to interested persons. The relocation of 1,291 households was thus successfully achieved during the year.

PLANNING ACTIVITY

While total figures help to suggest the scope of the Development Program, they provide but a quick summary of activities during the year. The Authority is also responsible for comprehensive, long-range planning on a City-wide basis. Much time and attention was devoted to the preparation of a new general plan, a capital improvements program, and to a number of other special studies.

CITIZEN PARTICIPATION

No program of the size and scope of the Development Program could ever succeed without the active support and participation of the people of Boston. The vitality of interest and the degree of involvement of neighborhood groups, civic organizations, and other business, professional, and community associations have been a hallmark of the effort to build the "New Boston".

Hundreds of meetings have been held with residents of project areas to plan with them for their neighborhoods. Across the City new groups have been formed to contribute to the program. Funds and leadership for two downtown projects have been provided by the Chamber of Commerce and the Committee for the Central Business District. Exciting new programs to assist Boston's underprivileged citizens in enjoying improved social and economic opportunities have been launched by Action for Boston Community Development, Inc.

PART ONE

PROJECT AND PLANNING AREA REPORTS

WASHINGTON PARK

Washington Park's Urban Renewal Plan was unanimously approved by the Authority in January of 1963 with the enthusiastic support of the Roxbury residents. Approvals by the City Council and the State Housing Board came in February and March, and a Loan and Grant Contract providing for a Capital Grant allocation of \$16,552,557 was executed on May 1, 1963 with the Housing and Home Finance Agency.

The Urban Renewal Plan covers 502 acres and provides a framework for action to correct neighborhood deficiencies and reinforce the many strengths of the area. The plan provides sites for 1,500 units of new low and moderate-income housing, rehabilitation of some 5,000 existing housing units, new community facilities, four new commercial areas, and additional space for industry. A new crosstown boulevard, off-street parking facilities, and other traffic improvements are planned to reduce street congestion.

A new civic center will be constructed on a five-acre site at Dudley Square. It will include the new Roxbury Court House, a new branch library, a new police station, and a three-acre site for the Roxbury Boys' Club. An eight-acre community shopping center and three other neighborhood shopping centers will make shopping more convenient for residents.

Schools and recreational facilities are important features of the plan. Three new elementary schools are planned, as well as additions and improvements to two intermediate schools. Two new parks, possibly a swimming pool and skating rink, two new playgrounds, and thirteen new totlots will be added. Space has also been made available for a new YMCA. A total of 21 acres of land along the new East-West boulevard will be devoted to park purposes.

The most important feature of the Washington Park project is its emphasis on housing. Authority staff were busy with many of these aspects during the year, in providing relocation assistance, offering rehabilitation guidance, and getting the first new, private housing developments underway.

Special relocation services were provided to the 526 families and 191 single residents who were required to move from areas being cleared during 1963. The Authority provided staff consultations, inspection of vacant housing to assure safe, decent and standard new quarters, and other services to ensure satisfactory relocation.

The Authority also cooperated with the Boston Housing Authority in its plans to acquire and rehabilitate existing substandard buildings to provide 70 or more new housing units. This pilot project will be helpful in obtaining additional relocation housing for Washington Park residents.

By the end of 1963, a total of 459 units of private, low-income housing were under construction or soon to be started, with financing under section 221 (d) (3) of the Housing Act. The seven-acre, 202 unit Academy Homes site was dedicated in May. They will be garden and low-rise duplex units grouped around squares with ample play space for children, and apartments will rent for approximately \$85 to \$105 a month.

In October, plans were unveiled for two church-sponsored, non-profit developments which represented the first such relocation housing of its type in Massachusetts. Foundations were poured in November for the 82-unit Marksdale Gardens, Inc. and tenants are now moving in with occupancy due to be completed in July. The development is being sponsored by St. Mark's Congregational Church in Roxbury and is located on a 3.5-acre site at Humboldt and Townsend Streets. By the end of the year, arrangements were also being completed for disposition of another site to Marksdale Gardens for the construction of a second development, of 83 units.

The Charles Street African Methodist Episcopal Church of Boston had also announced plans for the construction of a 92-unit development on a 4.6 acre site near the proposed new crosstown boulevard. Construction will begin in the spring of 1964.

Both Marksdale Gardens and Charlame Park Homes developments will provide accommodations for larger families at moderate rentals. Fifty percent of the Marksdale units and seventy-five percent of Charlame will consist of 3 and 4 bedroom apartments. Rents will range from \$85 to \$109.

In February 1963, a rehabilitation site office was opened in Washington Park. Nearly 300 properties containing 1,000 living units and representing a potential investment of over \$1,000,000 had been surveyed for needed improvement. Owners were provided with suggestions for improvements, cost estimates of the work to be done, assistance in letting contracts for the work, and help in preparing applications for FHA mortgages from rehabilitation staff experts. Two banking employees were assigned to the rehabilitation office to process applications for loans

on behalf of the Boston Banks Urban Renewal Group, which is composed of local savings and cooperative banks and federal loan associations.

By the end of the year ten properties containing 24 units had been rehabilitated at a cost of \$51,000. FHA loans totaling \$133,250 had been insured through the rehabilitation office, and the estimated total value of rehabilitation commitments in the area had reached \$294,750. In many cases, the federally insured loans will enable owners to refinance present mortgages in such a way that total payments after the new loan will be no higher than present monthly payments.

In August, construction of the Walnut Avenue totlot began, the first playspace to be designed by the Authority staff. This three-fourths acre site includes a tree-hut, climber, spray-pool, sandbox, and seating. With grading and seeding to be completed, the lot will be in use by the summer of 1964.

During the year the disposition of several other sites moved ahead. Negotiations were nearly complete for the award of a site for a new YMCA. Planning for the new elementary school on Humboldt Avenue has moved ahead, with construction likely to start in the fall of 1964.

Final disposition of the seven-acre site for the new shopping center will occur in the near future. In January of 1964 the national prize-winning design submitted by the Supreme Market, Inc. was selected. Bids for development of two smaller neighborhood shopping centers were also under consideration at the end of the year. In each case, Authority staff has worked closely with interested developers to assure special consideration for displaced businesses from the Washington Park area.

GOVERNMENT CENTER

The dramatic new Urban Renewal Plan covering the Government Center was unveiled at Faheuil Hall in the spring and has received praise from critics here and abroad for its high level of design. Designed by I. M. Pei and Associates, the Plan calls for a Government Center Plaza which is unique in scale and setting in the United States.

Focal point of Government Center will be the modern new City Hall, the design for which was chosen after a national competition. The 9-level, \$20,000,000 structure will arise on the site of the old Adams Square and will be linked visually and by pedestrian walkways to historic Faneuil Hall and the Old State House. Ground-breaking ceremonies were held in September, when large numbers of Boston citizens joined with Mayor Collins and other public officials to celebrate the occasion. Completion is scheduled for the summer of 1966.

Earlier, work was begun on the 26-story Federal office tower. In March, General Services Administrator Boutin presented a \$1,200,000 check to the Authority for that building's site, and excavation began in July. The \$25,000,000 structure, designed by Walter Gropius, Samuel Glaser, and others, will consist of a 26-story tower and a 4-story annex which will provide about 25 acres of office space for twelve Federal agencies previously scattered throughout the Boston area. The building is scheduled for completion late in 1965.

The new MTA Government Center station was opened in October and other MTA alterations were nearing completion at the end of the year. The work includes a new 800-foot line between Government Center and Haymarket Station, a new loop track serving Government Center, and completion of the Government Center station. Completion is expected in March of 1964, at a total cost of approximately \$3,000,000.

Work on New Sudbury Street, representing contracts in excess of \$200,000 for the laying of utilities, new drainage, new curbing, fill, and surfacing, was more than 80% complete at the end of the year.

Final construction drawings were completed for a new \$20,000,000 private office building at One Center Plaza, and transfer of land early in 1964 will make possible the construction of the first of three segments of the building. When

completed, the 8-story building will have a continuous pedestrian arcade the length of its 800-foot facade. Pedestrian arcades are another design innovation of the Government Center Plan.

Construction drawings were being prepared and a letter of understanding had been secured for the construction of a \$34,000,000 State Service Center complex. To be located on an 8-acre site bordering on Cambridge Street, it will consist of a new Health, Education, and Welfare building, an Employment Security Building, a Mental Health Center, and garage. Coordinating architect for the complex is Paul Rudolph; the firms of Shepley, Bulfinch, Richardson and Abbott; M. A. Dyer and Pederson and Tilney; and Desmond and Lord are engaged in the design of the three buildings.

During 1963, the Authority also secured an agreement from the Boston Real Property Board for the construction of a new \$7,000,000 parking garage with a capacity of over 2,000 cars.

Rehabilitation work had been started on two of the three buildings to remain near Faneuil Hall. Proposals were also being considered for the preservation and use of the famous Sears Crescent building. It is expected that total rehabilitation costs for all of these will total \$3,000,000.

During the year, a Master Landscape Plan for streets and open spaces in the new Government Center was completed by Sasaki-Walker Associates. This will serve as a point of departure in 1964 for detailed drawings and specifications for streets and street furnishings.

By the end of 1963, all 276 families and 176 single persons formerly residing in the area and nearly four-fifths of all business firms had been successfully relocated. At the close of the year, only 5 acres remained to be cleared when final local approval of the plan is received.

The total plan, which represents approximately \$200,000,000 in new public and private investment, was unanimously approved by the Redevelopment Authority Board in June of 1963. The several new private office buildings and motel will provide an increase in tax revenues amounting to more than \$500,000 in an area where valuations had declined more than 17% in the single decade between 1950 and 1960. The project will bring an estimated 50,000 persons into the new Government Center daily, providing a major strengthening of Boston's shopping and retail core.

WATERFRONT

By the end of 1963 an urban renewal plan for the Waterfront Project area was ready for submission to the Authority and to the Urban Renewal Administration. It was only at the beginning of 1963 that a Federal planning advance of \$858,000 was received and a Federal reservation of a \$17,000,000 grant was set aside for carrying out the project.

The plan, and preliminary work, proceeded with the close cooperation of the Boston Chamber of Commerce, whose members were invited by Mayor Collins in 1961 to sponsor this important project. The Chamber has created a special unit, the Downtown Waterfront Corporation, and spent more than \$150,000 for preliminary planning studies.

In order to once again reopen Boston's "window on the world", the plan proposes the following major changes in the Waterfront.

1. Relocation of wholesale food dealers from the area.
2. Removal of many burned out and rotting wharves and piers.
3. Development along the water of the following:

Yacht club and marina,
High rise apartment buildings,
An aquarium,
A motor hotel,
Town houses,
A marine center including a fish pier, a marine sales area and a lobster center.

4. Inland development of office buildings and parking facilities and a sports or recreation center.
5. A moderate income housing complex of up to 400 units - a combination of new and converted rehabilitated buildings.
6. Major circulation improvements including the realignment of Atlantic Avenue and adjustments to the Central Artery ramp system.
7. Rehabilitation of architecturally and historically important buildings in the area.

Successful relocation of the wholesale food dealers into modern market facilities is a key to the success of the Waterfront plan. Close cooperation and coordination has existed among the Authority, the Chamber of Commerce representatives, the U. S. Department of Agriculture and, most important, the food dealers. The food dealers have gone through the process of informal groupings to official committees to legal corporations--all for the purpose of assuring creation of modern and efficient new food distribution facilities.

Opening the area to the sea involves relocation of Atlantic Avenue, the roadway under the Central Artery and certain Artery ramps. Through cooperation of the Boston Public Works Department and the State Department of Public Works administrative approvals for the changes have been received. Another planning problem has been the Union Freight Railroad and its route down Atlantic Avenue. With relocation of the Food Market the primary use of this route will be as a connector between the Boston and Maine and New Haven Railroads' freight yards. It is planned that such train runs will be restricted to those hours when it will be least disturbing to the new residential and commercial uses.

Rehabilitation of historic and architecturally important buildings is significant in the plan. The Blackstone area, for example, was designed by Alexander Parris and has a street pattern which is more than 300 years old. The area contains the only remaining building owned by John Hancock and the Union Oyster House, which was originally headquarters for publication of the pre-Revolutionary newspaper, the "Massachusetts Spy".

Private developer interest has been very strong. Proposals publicly made to undertake construction in accordance with the plan involve approximately \$70,000,000. These include a high-rise housing complex with parking facilities, an aquarium, a New England Telephone and Telegraph Company office building, and a World Trade Center.

The problem of Tideland ownership and licenses for construction on the Commonwealth-owned flats was also intensively investigated during 1963, and legislation was introduced which would permit the Authority to grant licenses for construction on these flats upon completion and approval of the Plan by Federal, State and local agencies. The matter was made the subject of a special study commission by the General Court.

DOWNTOWNCENTRAL BUSINESS DISTRICT

Planning activity moved forward in three sections of the Downtown area during the year. In March of 1963 the Urban Renewal Administration approved a Survey and Planning Advance of \$1,396,780 for the Central Business District. A capital grant reservation of \$19,460,880 was also established.

Planning for the area proceeded with the active cooperation of the Committee for the Central Business District, Inc. The Committee is composed of thirty leading businessmen from major retail stores, newspapers, banks, public utilities, hotel, restaurant, insurance and financial firms. It was formed in 1962 to work with the Authority in developing plans for the renewal of the area. It maintains its own staff and office, and it financed the initial planning for the District, done by the firm of Victor Gruen and Associates.

In May of 1963, a major study, Downtown Boston Market Studies for Urban Renewal, was completed by the economic consultant, Robert Gladstone. The study found that Downtown Boston has outstanding potential for new development in a variety of specific activities, including retail sales and service, private office space, and additional apartment units.

Following its completion of initial planning concepts for the area, Victor Gruen and Associates was hired by the Authority for the purpose of preparing an urban renewal plan for the CBD. Traffic and parking studies are being conducted by Barton-Aschman Associates, Inc., and mapping of utilities and testing for engineering feasibility is being performed by Charles T. Main, Inc. A comprehensive land-use survey was undertaken by the Authority staff during the year, and special studies of sub-areas of the project have been made.

Besides the Authority's extensive contact with the CCBD staff, liaison also has been maintained with the Apparel Industries of New England, representing the women and children's garment industries. Much of this industry lies within the boundaries of the Central Business District and within the adjoining South Cove project area.

At the end of the year draft plan proposals were being intensively examined and tested for preliminary costs, engineering feasibility, circulation, and other considerations. Pending

the results of such analysis and testing early in 1964, it is presently anticipated that the plan will reach a final stage by fall.

SOUTH COVE

On May 27, the City Council approved an application for Survey and Planning funds for the South Cove project area. The area encompasses two identifiable residential areas, Chinatown and Bay Village, and much institutional activity, including the Tufts New England Medical Center, Morgan Memorial, Don Bosco Technical High School and a portion of the garment industry. The Survey and Medical Center which will enable the City to obtain Section 112 credits for earlier expenditures incurred by the Center for land acquisition and demolition for educational and hospital purposes. The application is currently under review by the Urban Renewal Administration.

Section 112 Credits. Under Section 112 of the Housing Act, as amended in 1959 and 1961, cities are permitted by the Federal Government to claim as a local contribution, (technically, a "non-cash local grant-in-aid"), certain expenditures made by hospitals and educational institutions located within or adjacent to urban renewal project boundaries. Eligible for inclusion are expenditures for land acquisition, demolition, and relocation. Upon approval of an institutional Development Plan by the local government, such expenditures may be counted in determining the cost of the urban renewal project. Since the City is re-imbursed by the Federal Government for two-thirds of the net cost, the effect of Section 112 is that every \$1 spent by an eligible hospital or educational institution brings \$2 in Federal credits to the city. Boston is expected to receive more than \$60,000,000 in such credits to help finance its urban renewal program.

SOUTH STATION

In 1963, attention was devoted to the potential development of the South Station area. With the declaration of bankruptcy of the Boston Terminal Corporation, negotiations were undertaken with trustees, the (parent) New Haven Railroad Company, and other interested parties to determine the potential re-use of the land. The Authority and Boston Terminal Corporation.

each entered into contracts for the purpose of obtaining independent appraisals of Terminal property. Upon completion, the Authority is expected to confer further with the New Haven Railroad concerning possible sale of the property. At that time, a final land use plan can be prepared.

Tentative planning for the South Station area includes a commercial building and parking garage at the present site of South Station to accommodate approximately 5,000 cars as well as the possibility of a stadium and indoor sports facility to be erected by the Greater Boston Stadium Authority.

CHARLESTOWN

First efforts on the urban renewal plan for Charlestown indicated the desirability of new moderate-income housing early in the renewal-action process. Consequently, in January, 1963, the Authority held a public hearing on a proposal for an Early Land Acquisition Loan which would permit the early construction of approximately 500 new dwelling units. Charlestown residents raised objections at the hearing to the lack of a completed renewal plan; they asked greater assurance that the Elevated would be removed and that the primary emphasis of the program would be on residential rehabilitation.

During the year progress was made toward these objectives. With the overwhelming support of Charlestown residents legislation was obtained to accomplish the removal of the Elevated. Under the plan, the rapid transit structure will be removed from Main Street and relocated in the Boston and Maine railroad yards. This, together with a new circulation system, will keep through traffic on the edges of town and reduce traffic congestion and will do much to remove blight and restore Charlestown for the enjoyment of its residents.

The urban renewal plan provides for new elementary schools to replace century-old school buildings. It is hoped that such public investment will encourage families with school-age children to remain in the area. Two new fire stations are proposed, and a complete modernization of street, sewer, lighting and signalization systems. Charlestown is one of the most athletic-minded areas of the City, and a new football field and fieldhouse are proposed. Smaller recreation areas are also planned throughout the community.

More than 90% of Charlestown homes are slated for rehabilitation, a proportion which makes the plan unique among residential urban renewal projects in the United States. A Home Improvement Center was opened in the spring of 1963, and rehabilitation services include technical assistance and improved financing under federal insurance programs. An extensive demonstration rehabilitation program is programmed for full operation soon after the urban renewal plan is approved.

The number of families to be displaced has been held to a minimum, with a total of about 500 families scheduled for relocation over a four-year period, or less than one of every ten residents. It is expected that rehousing opportunities within Charlestown itself will be available to all families

desiring to remain. Relocation of business concerns will be staged over a six-year period under the plan, and first preference in the development of non-residential land in the project area will afford Charlestown's businessmen opportunities to be relocated within the boundaries of the project area if they wish.

Approximately 50 acres of land currently in non-residential use is proposed for development of moderate income housing. A substantial amount of this housing, consequently, can be completed with minimal relocation. Included in the total of 1,400 new homes and apartments called for under the Plan are opportunities for buildings of new single and two-family homes.

Charlestown has a much larger percentage of elderly people than the City as a whole. To adequately provide for their needs, 200 units of public housing for the elderly is proposed. These popular accommodations will be scattered in various locations throughout the community.

In order to prepare supporting documentation for the plan the BRA staff carried out numerous studies, involving highway design, land use and marketability, housing resources, and rehabilitation feasibility, during the year. A public information program was initiated, and mailings of the proposed plan and explanatory materials were sent to every household. An information center was temporarily established in the Charlestown branch of the public library early in the year, and a permanent office in the spring.

By the end of 1963, a Part I Application for a Federal Loan and Grant was prepared for UPA review. The application, which embodied a unified proposal for urban renewal in Charlestown, including the removal and relocation of the Elevated, was authorized for filing by the Authority on January 24, 1964. The plan involves a total cost of approximately \$40,000,000, of which the largest sum, or \$15,000,000, is needed for removal of the Elevated and construction of new rapid transit facilities.

SOUTH END

A completed urban renewal plan for the South End Project area is expected this year. Extensive rehabilitation of existing housing is called for in the 566-acre project area. Where rehabilitation is not possible, new, moderate-income housing will be provided. Many new community facilities are planned for the benefit of South End neighborhoods, including four new schools and playgrounds, a skating rink and swimming pool, and a community center. Several small parks, totlots, and recreation areas will also be provided.

An expansion of the hospital area comprising City Hospital, Massachusetts Memorial Hospital and Boston University Medical Center will be directed within the area bounded by Harrison Avenue and the Southeast Expressway so as not to interfere with residential neighborhoods. Current planning also provides for the establishment of a new flower market and for sites for industrial development. Traffic and circulation improvements also will be made.

Castle Square will be the first section of the South End project area to provide new moderate-income housing. Land acquisition began in December of 1962 under an Early Land Acquisition Loan in this 28-acre section. Demolition was started in April after families and individuals residing in the area were assisted in moving into standard and decent housing. By the end of the year, approximately 20% of the 16.4 acres slated for clearance had already been cleared.

Redevelopment of Castle Square will provide an estimated 500 units of new, moderate rental housing, some of which will be located above commercial shops along Tremont Street. Additional housing, about 100 units, will be provided for elderly persons by the Boston Housing Authority. Also, some light industry will be located in the area between Washington and Shawmut Streets.

Rehabilitation of 3,000 structures is a key feature of the South End plan, and during 1963 private rehabilitation activity increased. By the end of the year, work had been completed on 19 buildings and was underway on 13 more, at a total cost of more than \$100,000. Staff were assisting owners in determining what rehabilitation work would be required, estimating the costs involved, and helping to prepare applications for low-cost FHA mortgage financing.

The project staff is in daily contact with citizen groups from the South End. Many meetings have been held with the South End Urban Renewal Committee, the South End Neighborhood Rehabilitation Association, the South End Businessmen's Association, the South End Interagency Committee and the South End Planning Council. Sixteen committees of neighborhood residents had been formed, attesting to the vitality and interest of residents in the community. These include:

Blackstone Neighborhood Association
Bradford and Shawmut Neighborhood Association
Cathedral Tenants Association
Chester Park Neighborhood Association
Claremont Park Neighborhood Association
Cosmopolitan Association
Ellis Neighborhood Association
Eight Streets Association
Pembroke Pilot Block Association
Tremont Associates
Union Park Association
United Neighbors of Lower Roxbury
Worcester Square Association

NEW YORK STREETS

By the end of October, the last parcel of the New York Streets had been put under contract for development. This first commercial redevelopment project in Boston has resulted in an increase in assessed valuation, an increased number of job opportunities for the area, and reduced street, fire and other maintenance costs for the City.

In 1955, prior to the execution of the project, the total assessed valuation was \$2,255,000. By 1963, this had risen to \$2,932,000. Upon completion of buildings contracted for during the year, the taxable values should increase to \$4,000,000.

During 1963 four additional firms arranged to come into the project area and buildings of the following size were planned for construction:

Dario Ford Automobile and Parts Agency	25,000	square feet
Cooper Electric Company	20,000	" "
Star Sales and Distributors	15,000	" "
Wolfe Tire Company	8,000	" "

Upon completion, the physical value of all properties within the area will exceed \$15,000,000, and employment for a total of approximately 1,700 people will have been provided.

WEST END

Construction moved forward during 1963 on the second complex of 470 units in the West End Project. This includes two tower buildings of sixteen and twenty-three stories, parking facilities, and a swimming pool. It is scheduled for completion and occupancy in the latter part of 1964.

The developer, Charles River Park Inc., also took delivery of a 4½ acre parcel facing Cambridge Street, which will be the site for a new shopping center and motel which are scheduled for construction in 1964.

A new charitable hospital for research and treatment on burns will be located in the West End; thanks to the Shriners Hospital for Crippled Children. The Authority voted to sell land for that purpose on Blossom Street. The charitable organization is expected to invest \$3,000,000 in what will be the most modern and unique facility of this kind in the country.

Progress on the eight-story clerical residence being built by the Archbishop of Boston moved ahead when contracts were awarded in the fall for work on the superstructure.

The historic West Church, purchased from the City in 1962 by the Methodist Church of America, is being restored to its original use as a house of worship. The structure was built in 1806 from designs of Asher Benjamin. Purchased in 1894 by the City, it was used for nearly seven decades as the West End branch library.

Taxable assessed valuation of the area is expected to double upon completion of the project: from \$6,300,000 to more than \$12,000,000. Plans include five complexes of high-rise luxury apartments with a total of 2,400 units, a shopping center, and motel.

WHITNEY STREET

1963 marked the completion of a 276-unit apartment building in the 7½ acre, City-sponsored Whitney Street Project. Built at a cost of \$4.5 million dollars, the Charlesbank Apartments were completed in August. By the end of the year, 232 units had been occupied, with complete occupancy expected early in 1964. Rents range from \$95 to \$165.

During 1963, negotiations were completed for the construction of a 13-story, 144-unit building on the second parcel. The lease will be signed early in 1964, with construction scheduled to begin in March. Cost of the development will be \$3.5 million dollars.

Disposition of the remaining parcel has been delayed in order to examine the feasibility of constructing low-rise, moderate rental housing.

The Whitney Street Project involves no Federal aid. Acquisition and clearance costs were borne by the City. The developers have utilized the provisions of Chapter 121A of the General Laws of the Commonwealth, however, and Charlesbank Apartments represents completion of the first such Chapter 121A development in Massachusetts.

Chapter 121A Corporations are permitted by the Commonwealth to organize for purposes of undertaking private development in areas within cities or towns which are declared blighted, deteriorating, obsolescent or otherwise suitable for redevelopment. Such findings are made by the Authority in Boston and by the State Housing Board for other communities. The corporations are organized under special tax provisions containing formulas which are effectively lower than local property tax rates, although a minimum payment equal to the amount of previous local tax collections prior to development is set.



PARKER HILL - FENWAY

The General Neighborhood Renewal Plan for the 1,107-acre Parker Hill-Fenway area was completed during 1963. Three project areas were delineated and work is proceeding on the planning phase for one of these renewal areas.

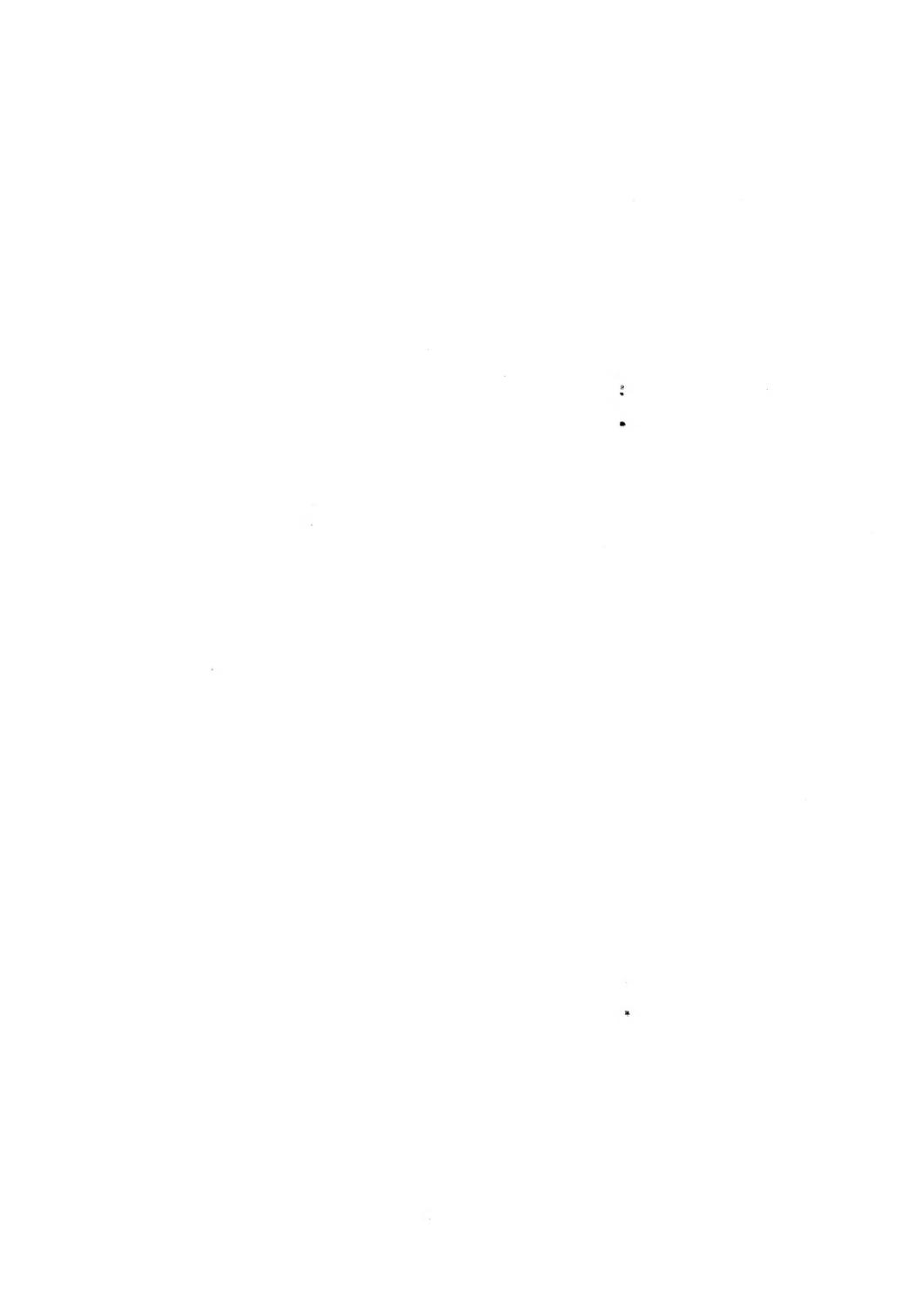
The Fenway section contains a large number of colleges and hospitals which are continuing to expand. The major objective of any urban renewal plan for this area will be to direct institutional growth in such a way that surrounding residential and commercial areas will also benefit. New community facilities, moderate-income housing, and community oriented retail activities are planned for the area.

The project is expected to provide extensive urban renewal credits for Boston. Based upon Julian Levi's report to the Authority, Municipal and Institutional Relations with Boston, which explores the potential effects of continued expansion of the many colleges, hospitals, and universities in Boston upon the City's neighborhoods, tax base, and financing of the City's Development Program, it is anticipated that Boston will receive over \$20,000,000 in Section 112 credits from a Fenway project-all of which can be used to help finance the City's share of its urban renewal program.

Many studies of the area were carried on during the year, including research on circulation problems, building conditions, uses of the Fens Park, utility systems, market potential. One of the important planning considerations, is the location and effect of the Inner Belt highway, which is presently scheduled to pass through the southern end of the Fenway. The effects on present patterns of land use and desirable aesthetic modifications of the proposed route were carefully explored during the year.

Authority representatives attended meetings of community groups in the GNR area, including the Mission Hill United Neighborhood Improvement Team, the Fenway Civic Association, and the Fenway Garden Club. The latter groups have indicated great interest in the tentative rehabilitation and conservation activities under a Fenway project.

The very large amount of tax-exempt institutional land in Boston continues to represent a significant drain on the tax base. In light of the important contributions which private, accredited institutions make to the education of Massachusetts students, Mayor Collins has filed legislation under which the



Commonwealth would make payments of \$100 per student to communities in which such colleges and universities are located. The measure is designed to provide some measure of relief for the cost of municipal services provided these institutions. The measure has been termed the "smoke tax" bill because the required \$10,000,000 cost would be met by a 1½ ¢ increase in the cigarette tax.

BACK BAY

Concomitant with the development of the Prudential Center has been the increased activity and interest in the Back Bay GNRP area. During the year a project director and staff were assigned to coordinate activities and undertake studies.

In July, the Back Bay Association retained Spencer Hurtt Associates to analyze significant problems of the area, recommend a program of action, and formulate an organization representative of the various interested groups within the Back Bay. The Authority staff has maintained close contact with the Association and its consultant. Staff members have also cooperated with the First Church of Christ Scientist and its consultant, I. M. Pei, in their preparation of a development plan for the properties surrounding the Mother Church.

Copley Square was given much attention during the year. Meetings were held with Boston Public Library officials, who have engaged the architectural services of Philip Johnson, for design of the expansion of the central library. The \$11,000,000 program aims at completion of an enlarged, efficient, and beautiful building by 1969.

Major staff efforts were devoted to analysis and projection of traffic flow in Back Bay in anticipation of the completion of the Massachusetts Turnpike extension and interchange thereby 1965. A detailed study of the area was undertaken to make recommendations for improved traffic circulation and to establish criteria for attractive and aesthetic development of vacant parcels bordering the Square.

The potential benefits to the City and other aspects of potential "air rights" construction over the Turnpike extension were also explored. Under Chapter 505 of the Acts of 1963 the Massachusetts Turnpike Authority is empowered to leave space for the construction of buildings over the Turnpike extension through 1965. Buildings so constructed would be subject to assessment of local property taxes.

The Prudential Coordinating Committee met regularly during the year. Representatives of City agencies, the Authority, the Massachusetts Turnpike, and Prudential officials and contractors have continued to exchange information and cooperate in the scheduling and other phases of construction of buildings, roads, and other improvements.

Active contact was maintained with many groups in the Back Bay during 1963. In addition to the Back Bay Association, these included the St. Botolph's Street Citizens Committee, which is interested in rehabilitating the area between Prudential Center and the New Haven Railroad, the Fenway Civic Association, and the newly formed Massachusetts Avenue Board of Trade.

NORTH HARVARD

The North Harvard Urban Renewal Area is a 6½ acre tract in Brighton. An Urban Renewal Plan which provides for a 280-unit housing development in the area was approved by the State Housing Board and the Urban Renewal Administration during 1963.

It is anticipated that a contract will be executed with the Federal Government in 1964, involving a grant of approximately \$240,000. The Authority will work closely with the families to be displaced in order to assure them decent, safe, and sanitary housing at prices they can afford.

The "limited dividend" corporation which will undertake the new housing development under Chapter 121A of the General Laws of the Commonwealth was chartered in June, 1963.

The project is expected to strengthen the attractiveness of the area and to increase assessed valuation of the area. If private development had not occurred in this area, it is likely that the properties would have been acquired for institutional use and, thus, been removed from the City's tax base.

MATTAPAN

October of 1963 marked the informal approval by the Federal Government of the Part I Loan and Capital Grant Application for the Mattapan urban renewal area. This cleared the way for submission of the proposal to the City Council during 1964. The project previously received Authority approval in the fall of 1962.

The Mattapan Urban Renewal area is a $42\frac{1}{2}$ acre tract of largely vacant land which has not been effectively developed by private enterprise due to problems of topography, drainage and obsolete street patterns. The proposal for the area calls for the construction of 400 garden-type apartments, a $5\frac{1}{2}$ acre public park and an area suitable for the relocation of existing standard structures. A grant of \$638,185 will be provided by the Federal Government to cover two-thirds of the net cost of acquisition, relocation, demolition, and site improvements.

Early in 1963, descriptive brochures were mailed to families and businessmen in the area to provide them with adequate information about the proposed development plan. It is hoped that with improved public understanding and approval of the City Council the Mattapan project will move forward in 1964.



NON-ASSISTED PROJECTS

Under amendments to Chapter 121 of the General Laws of the Commonwealth, the Authority is empowered to make findings and declare an area as substandard, decadent or otherwise suitable for development. Private developers may then qualify for FHA certification and financing. There are presently underway three such developments which have been approved by the Authority but which involve no City or Federal aid.

PRUDENTIAL CENTER

Boston's skyline in Back Bay changed substantially during 1963 as construction rapidly progressed on the \$150 million dollar Prudential Center. Major buildings to be located on this 31-acre development site are scheduled for completion by spring of 1965.

The dominant feature of the Center is the 750-foot, 52-story Prudential tower. The tower, which will be the highest office building in North America outside of Manhattan, soars above the 496-foot U. S. Custom House, currently the tallest building in Boston. Heavy steel work reached the 52nd floor by mid-1963 and two-thirds of the aluminum framework had been completed by the end of the year.

A highlight of the year was the October 23rd laying of the cornerstone for the new War Memorial Auditorium being constructed by the City of Boston. Scheduled for completion in the latter part of 1964, the \$12 million dollar facility has attracted much interest, and some events have already been booked as far in advance as 1973. During the summer, the roof was raised over the 5,800 seat theatre, and outer construction was substantially complete by the end of the year.

Work on the \$27 million dollar Hotel America also got underway during 1963. By the end of the year, construction had reached the 10th of 29 floors. The hotel is located on the west side of the project adjacent to the convention hall and will contain 1,000 rooms and underground parking facilities, as well as a separate 5-story function and motel wing. Features of this wing will include a ballroom, several restaurants, motel rooms and a swimming pool on the top level. Target date for completion of the hotel is spring of 1965.

Other facets of the center progressed steadily during the year. The 1,000 foot tunnel beneath the Prudential Center, which will serve as the Turnpike and railroad right-of-way, is heading toward completion. Construction also advanced on the tri-level building which will house the New England Merchants National Bank and on parking facilities under the complex. Initial preparations were begun for the installation of a 75 by 120 foot ice skating rink which will be part of the complex.

JAMAICAWAY

Early in 1963, the Authority approved an application under Chapter 121A of the General Laws for consent to construct an apartment-town house complex on the corner of Jamaicaway and Perkins Street. The corporation which will undertake the development was chartered in April of 1963.

The development of this 4-acre tract of land calls for a 30-story, 262-unit apartment tower and 18 two-story town houses. Rents ranging from \$185 to \$325 per month are proposed for the one and 2-bedroom units in the tower and the 3-bedroom duplex town houses. All parking will be on the site, including an underground garage to accommodate about 265 cars.

The tower design was selected in order to leave a maximum of open land on the site while the town houses are intended to serve as a visual bridge between the apartment building and existing structures along the Jamaicaway.

In November of 1963, an FHA commitment guaranteed a loan for the project. Construction is scheduled to begin in the spring of 1964. It is expected that the property tax yield after the development will be fifteen times as great as at present, rising from approximately \$10,000 to an estimated \$150,000.

TREMONT-MASON STREETS

During 1963, plans for construction of a \$12 million dollar, 25-story apartment building between Tremont and Mason Streets, fronting on the Boston Common, moved toward reality. In April, the Housing and Home Finance Agency certified the area as a non-assisted urban renewal area eligible for FHA Section 220 financing. This project does not entail an outlay of either Federal or City funds.

Demolition of existing obsolete buildings on the site began in the fall of 1963. Construction will commence in 1964 with completion scheduled for the following year.

Proposed plans for the building call for utilization of the twenty top floors for apartment units with the remainder of the space allocated to retail uses, parking, restaurant and recreational facilities.

This project provides another expression of confidence in the New Boston. Several local savings banks combined to provide the largest loan in the history of Massachusetts Savings Banks for the construction of this building. In addition, this project will generate a substantially increased tax yield to benefit the City.

EAST BOSTON, SOUTH BOSTON AND JAMAICA PLAIN GNRP'S

At the end of 1963, planning studies for the East Boston, South Boston, and Jamaica Plain General Neighborhood Renewal Plan areas had been completed by Authority staff. Problems common to all three areas include a loss in population between 1950 and 1960, poor traffic circulation, and aging community facilities. The studies aim at the improvement of these conditions through proposals for the rehabilitation of existing housing, construction of new schools and recreation facilities, and separation of residential communities from industry and commerce. These GNRP planning studies have been integrated into the General Plan and the Authority will continue to program capital improvements in these areas during the coming year.

JAMAICA PLAIN

Jamaica Plain is proposed to remain a family living area. Major changes in land use could occur in the area between the railroad and Washington Street in the form of sites for industrial and commercial development. New public facilities and rehabilitation of existing housing for residential areas are the major types of action anticipated, however. Street improvements to improve shopping and ease traffic congestion also are planned.

EAST BOSTON

Plans for East Boston call for the opening up the residential community to the water, thereby utilizing its shorelines more effectively and alleviating an undesirable appearance created by unused, decaying wharves. Since much of the pier area on the west is presently under-utilized, redevelopment of the land for park and housing use appears feasible. Other residential areas will be rehabilitated, while modifications in the circulation pattern would also be made to improve access to the industrial areas in the community.

SOUTH BOSTON

South Boston would benefit from the segregation of its industrial areas from housing areas, especially in the western portion of the district. In this way, much traffic would be removed from residential streets. Circulation improvements are thus suggested to help achieve this goal. New public facilities

are planned, with particular emphasis on recreational areas for small children; and rehabilitation of some residential areas is proposed. Special consideration is being given to beaches and their value not only to the neighborhood but to the whole city.

As a follow-up to neighborhood consultation in 1962, two BRA staff members worked on a voluntary basis with South Boston citizen groups. Informal meetings were held for the dual purpose of informing and guiding the residents on planning and urban renewal functions and providing residents with an opportunity to express their opinions and wishes with regard to the future development of their community.

COLUMBIA POINT

In June of 1963, the BRA received approval from the Urban Renewal Administration along with an advance of \$39,856 to conduct a feasibility survey of Columbia Point.

FEASIBILITY SURVEYS are authorized when special problems in a given area make the advisability of undertaking an urban project questionable. The purpose of such a survey is to determine the feasibility of undertaking project activities; it thus precedes an application for Survey and Planning funds.

The attractiveness of the waterfront location and its nearness to downtown Boston are two of Columbia Point's major strengths. The present relative isolation of the housing project located there, the feasibility of construction on reclaimed land, and the potential for new low-income housing in the area have necessitated further study before the advisability of extensive development could be established.

During 1963, two contracts were negotiated by the Authority: one with Maurice A. Reidy for survey of soil conditions and drainage relative to foundation construction, investigation of landscape treatment, and underground fire and pest control; and a second with Robert Gladstone to determine the marketability of privately constructed low-income housing.

During 1963, BRA staff investigated private development plans of the land owners on the Point and environmental improvements proposed by the Boston Housing Authority and ABCD. Preliminary plans are now being drawn up. These plans call for (1) easier access within the area through an improved circulatory road system, (2) the construction of additional housing and (3) the development of community and recreational facilities. Columbia Point is also being considered as a possible site for the proposed new campus high school.

Discussion of plans were held with interested associations and committees. Upon receipt and evaluation of detailed reports from the consultants, Gladstone and Reidy, a determination will be made whether or not to proceed with an urban renewal project.

DORCHESTER IMPROVEMENT AREA

Approximately half of Boston's population reside in six relatively stable and attractive communities. These neighborhoods, which have been designated as Improvement Areas, are Dorchester, Hyde Park, Brighton, Orient Heights, Roslindale, and West Roxbury.

In order to enhance the favorable qualities of these areas, eradicate existing pockets of blight and prevent its further spread, the Office of Neighborhood Improvement was established within the Mayor's Office. ONI carries on a continuing program of education designed to inform and instruct property owners of their duties and responsibilities concerning their property and to assist them in correcting sub-standard conditions.

Throughout 1963, the Authority cooperated in ONI's program in Dorchester and in the Harvard South area. At regular meetings of the Dorchester United Neighborhood Association and its affiliated resident groups, staff members assisted citizens in becoming more familiar with rehabilitation processes. In February of 1963, an ONI field office was established in the Harvard South Pilot Area. A report and program illustrating practical measures for public and private improvements in Dorchester is currently being prepared with the joint cooperation of the Authority, ONI, and DUNA. Of specific concern will be the provision of new housing, landscaping and street improvements and open space. The feasibility of expanding the Sarah Greenwood School site is also being investigated.



PART TWO

CITIZEN PARTICIPATION

The active interest and participation of Boston citizens has been a cornerstone of the Development Program. Urban renewal activity has proceeded on the basis of a partnership with people and groups. As noted throughout the report on project activities during 1963, Authority staff have continually conferred with neighborhood groups, civic and professional committees in planning for the New Boston.

BOSTON - ALL AMERICA CITY

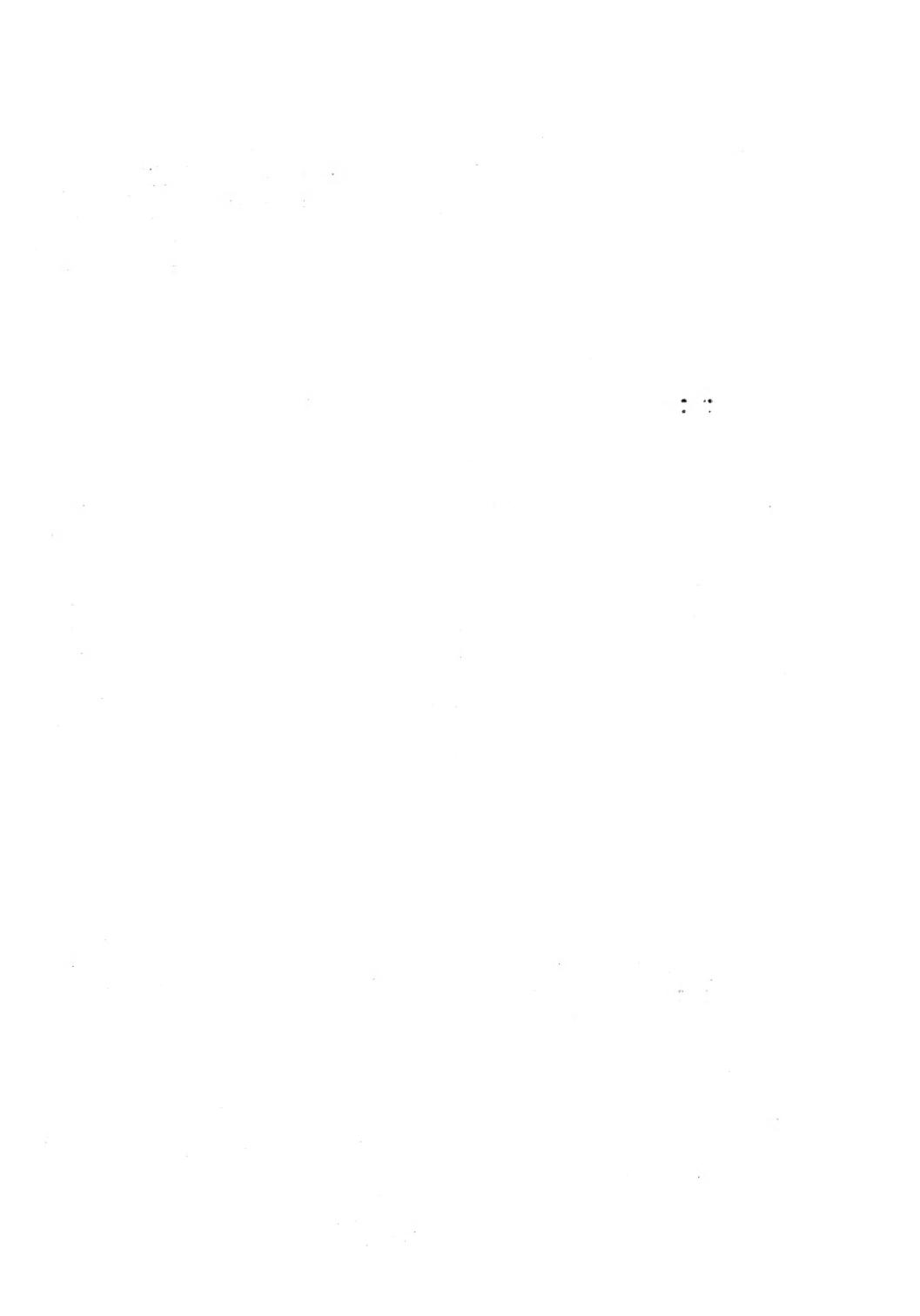
One further evidence of this was the "All-America City" flag which was proudly displayed in front of City Hall during 1963. Boston was awarded this coveted title in nationwide competition co-sponsored by the National Municipal League and Look Magazine for outstanding quality of its "citizen action" toward improvement of the City as a whole.

From simple block beginnings, citizen groups organized and later affiliated with other committees and councils to effect improvements for the benefit of the City. The active contributions of these citizen groups and such organizations as the Greater Boston Chamber of Commerce, the Committee for the Central Business District, Inc., Action for Boston Community Development, Inc., and many other groups gave concrete evidence of the important role which citizens are continuing to play in the rejuvenation of their City.

CITIZENS ADVISORY COMMITTEE

In August 1963, 400 citizens from all walks of life were invited by Mayor Collins to serve on the Citizens Advisory Committee (CAC). Under the temporary chairmanship of Reverend W. Seavey Joyce, S.J., the Committee is charged with studying the various phases of the Boston Development Program and making recommendations to the Mayor and the Boston Redevelopment Authority.

Following the organization of the group, three meetings of the CAC were held during the remainder of 1963. The September meeting featured a presentation and discussion of the program for development of the Waterfront area. The Capital Improvements Program was the topic reviewed in October while the November meeting was devoted to an Urban Renewal Conference - Luncheon sponsored by the Greater Boston Chamber of Commerce.



Early in 1964, it is expected that the Mayor will announce the Chairman of the following nine sub-committees: (1) Community Planning Program, (2) Capital Improvement Program, (3) Code Enforcement, (4) Neighborhood Improvement and Participation, (5) Relocation Housing, (6) Home Financing, (7) Public Information, (8) Rehabilitation, and (9) Public Housing and Housing for the Elderly.

ACTION FOR BOSTON COMMUNITY DEVELOPMENT, INC.

Action for Boston Community Development, Inc. was a firmly established segment of Boston's civic structure by the end of the year. Spurred by a Ford Foundation grant of \$1.9 million dollars, federal grants and local funds, ABCD initiated programs to attack juvenile delinquency and youth unemployment in the City's low income areas and to put into operation four public school programs. Many of these programs will be operative in renewal project areas, and the Authority has cooperated with ABCD in its efforts.

Organized initially in 1961 through the efforts of the Mayor, the Development Administrator and private citizens, ABCD began as a local programming agency paralleling Boston's re-development program. The role of ABCD is to focus on long-range social services planning and program design. It is not a service organization, but, rather, analyzes needs not currently being met and assists in establishing programs through existing agencies. ABCD's principal tools are jointly financed demonstration programs. The effectiveness and usefulness of these pilot programs is evaluated and, if such programs are of value to the City as a whole, ABCD will encourage their extension and continuation on a permanent basis.

In September of 1963, ABCD received a \$372,275 grant from the Office of Manpower, Automation and Training, U. S. Department of Labor, to conduct an experiment intended to improve the employability of young people. The Boston Youth Training and Employment program which extends to December, 1964 will serve about 1600 out-of-school, out-of-work youths in the 16 through 21 year-old age group. Numerous agencies both public and private are cooperating in this endeavor by providing an array of helping services.

Recruiting of young people is carried out by the City's Youth Activities Bureau. Training and employment centers have been established by the Norfolk House Center in Roxbury and the

United South End Settlements in the South End. Counselors for employment placement are provided by the State Employment Service, and teachers from the Boston School Department provide remedial instruction. Other long-range vocational counseling and training programs are being operated by the Jewish Vocational Service and Morgan Memorial.

Four public school programs became operative during 1963 jointly financed by the Boston School Department and funds available from the Ford Foundation grant. These programs to be carried out over a three-year period include: (1) pre-kindergarten classes to assist children from culturally disadvantaged families to gain maximum benefits from their first years in school established in Roxbury and the South End, (2) experiments to strengthen the reading abilities of elementary and junior high school students, (3) mobilization through school adjustment counselors of community services to help pupils with serious health, behavior or family problems, and (4) new approaches to guidance at the junior high school level.

A planning project aimed at the prevention and control of juvenile delinquency commenced during the year as a result of a \$150,000 grant from the President's Committee on Juvenile Delinquency and Youth Crime. This program received further impetus early in 1964 with the award of a \$700,000 grant to test solutions to the problems of juvenile delinquency.

1964 will see several new programs underway. Currently, negotiations and discussions are being conducted for the establishment of multi-service centers in Roxbury, the South End and Charlestown. These centers are designed to assist families in overcoming environmental and personal difficulties. Other projects anticipated relate to a program for unified legal services, and additional experimental educational programs and services.

MAYOR'S COMMITTEE ON MINORITY HOUSING

Early in 1963, Mayor John F. Collins appointed a Mayor's Committee on Minority Housing. This group, functioning as a sub-committee on the overall Citizens Advisory Committee and staffed by Authority personnel, has the primary objective of assuring the availability of housing for minority groups.

The first meetings of the Committee were devoted to selection of a staff advisor and to narrowing its interests for the year in order to progress toward its final goal of opening up

Boston's housing market to all, regardless of race, and towards creating a sufficient quantity of housing for low-income families.

Major programs of the Committee during 1963 related to relocation, public housing, furthering integration, and providing living accommodations for low-income families. In attempting to broaden the housing opportunities for non-whites, the Committee reviewed Authority relocation procedures. Programs to avoid utilizing discriminatory listings were formulated, and special assistance was planned for non-whites desiring to move into other areas of the City.

Negotiations were conducted among the Committee, the Massachusetts Commission against Discrimination, and the Boston Housing Authority in an effort to broaden the housing choice in public projects. Studies were also carried out by the Committee with regard to providing other types of low-cost housing. The Committee has explored, too, the possibility of the rehabilitation of certain structures owned by the City for use as low rental cooperatives.

In order to aid in the dispersion of the Negro community, the Committee developed a "Sponsorship" program. Under this plan, churches in and surrounding Boston will be asked to sponsor a Negro family scheduled for displacement by urban renewal programs. Thus the responsibility for their resettlement is accepted by the Churches. This program has been endorsed by Churches of various denominations and, already, some have volunteered to take families. The execution of the plan will be underway shortly.

HISTORIC CONSERVATION

In January of 1963, cooperation with the Boston Historic Conservation Committee resulted in the publication of the report, "Beacon Hill - The North Slope". The report contains a brief history of that section of Beacon Hill and a survey of the significance of each building on a street-by-street basis in terms of architectural and historical importance to the nation, the City, the Beacon Hill area, and the potential strength to a particular section of the North Slope. The Beacon Hill Historic District has since been extended to include the North Slope.

At the end of the year, preparation had been completed for the publication of a report on Faneuil Hall in cooperation with the City of Boston. The pamphlet, "Faneuil Hall", describes the many historic events and persons associated with this famous American townhall.



The Authority has also cooperated with the Boston Volunteers for Civic Studies which is presently working on several projects of historic significance. These include a comprehensive listing of the location of all historic plaques and site markers within the City and a study of changes in ward boundaries.

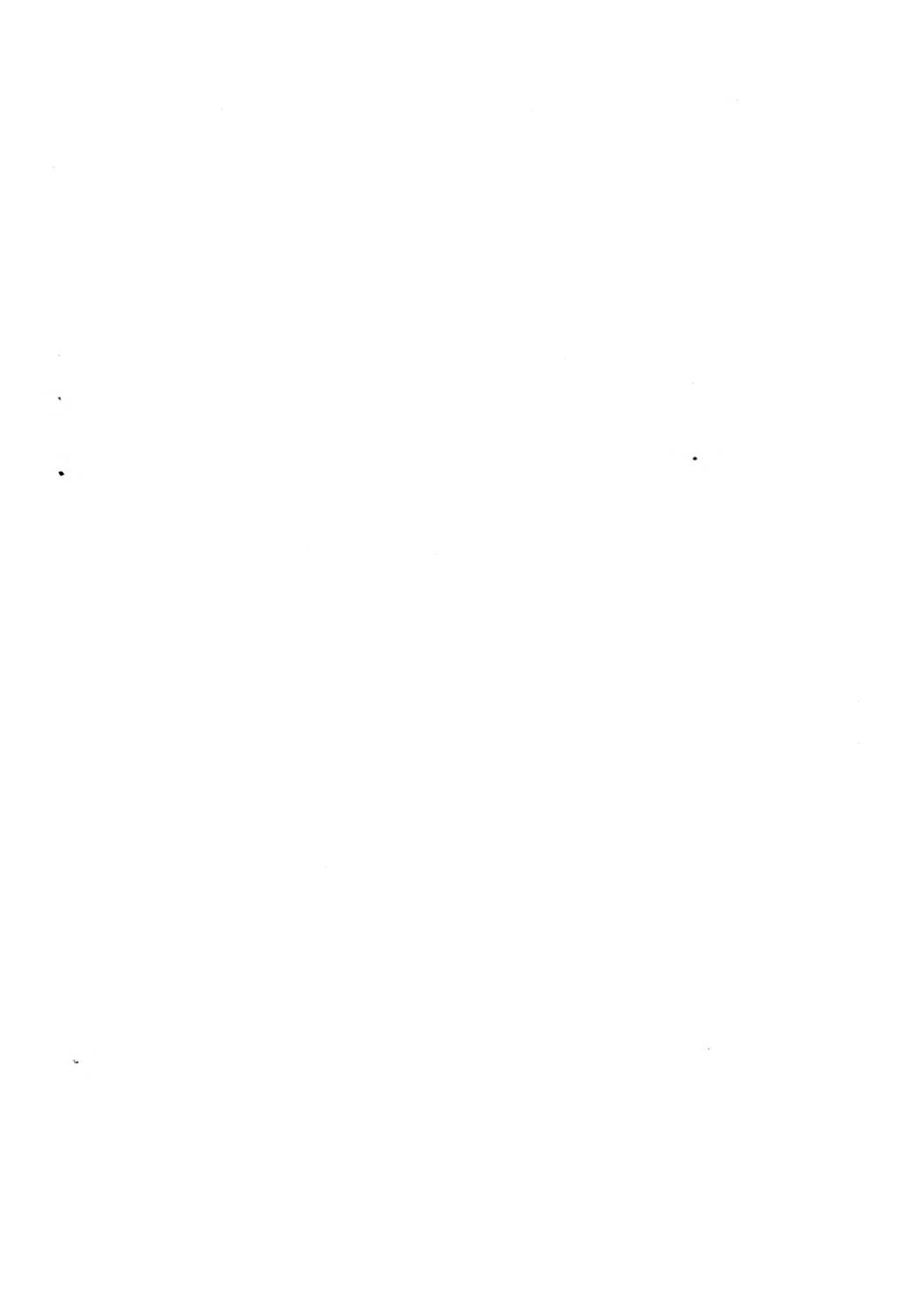
VOLUNTEER ARCHITECTS

In December of 1962, the Development Administrator issued a call for volunteer architects to actively participate in the development program. Early in 1963, an enthusiastic subcommittee of the Boston Society of Architects was formed in response. The group has offered their time and talents to work on neighborhood rehabilitation, and a program has been evolving for utilizing their services in neighborhood renewal areas.

ROXBURY SUMMER RECREATIONAL PROGRAM

The Authority worked closely with Washington Park residents to provide added recreational opportunities for Roxbury in the summer of 1963. An Advisory Committee on Social Planning to the Development Administrator was formed and new temporary sites and programs were established. With the cooperation of the Authority, the Police and the Parks Department, supervised playground programs were established. Six temporary basketball courts and a baseball diamond were established in the Washington Park project area; previously only one court and no diamonds had been available. Four of the courts utilized properties previously acquired under the Early Land program with the costs of black topping underwritten by the Authority.

Basketball clinics were held and a league formed, with prizes awarded at the end of the summer. The success of the programs was further enhanced by the voluntary participation of Boston Celtics stars, Sam Jones and Tom Sanders.



PART THREE

CENTRAL ADMINISTRATION

CENTRAL ADMINISTRATION

As planning progresses and urban renewal activity increases in project areas, the benefits of central coordination and administration grow. Each project area may encounter special problems and have unique characteristics, but all share certain similarities related to the need for consistently high quality in planning and services offered to residents. Certain functions and services are thus administered on a central basis. These include relocation, rehabilitation, personnel, finance, design, information and exhibits.

FAMILY RELOCATION

In April a new Family Relocation Department directly responsible to the Development Administrator was formed. The Department is now responsible for all family relocation activities, while business relocation and property maintenance remain within the Operations Department. Previously, the program had been conducted on a project by project basis when relocation was occurring in only one project. During 1963, however, families and single persons were moving from clearance areas in three project areas: Castle Square, Washington Park, and Government Center.

Since only a few persons were still living in Government Center Project area in 1963, the relocation caseload consisted primarily of 1,342 families and individuals residing in Castle Square and Washington Park. By the end of December, 1,291 of these households had been moved from the two areas. Eighty-five percent of those who moved were rehoused within the City of Boston proper while most of the remaining families and individuals moved to other cities and towns within the metropolitan area.

Homes representing a total investment of \$1,807,000 were purchased by 130 families. Seventy-three of these families came from Washington Park while the remaining fifty-seven lived in the Castle Square area prior to moving. Thirteen homes costing in excess of \$10,000 were purchased outright with no mortgage. Conventional bank insurance financing was utilized in the majority of purchases, with slightly less than 30% of the families employing long range mortgages under 221 (d) (2) eligibility.

Rehousing in private rental facilities, primarily in multiple dwelling units, accommodated 966 families. The family

relocation department found apartments through the media of newspaper advertising, assistance from licensed realtors throughout the City and cooperation with the Greater Boston Real Estate Board. Authority staff inspected all such units to assure standard quality before referring them to prospective tenants

Public housing was provided for 160 families or elderly individuals during the year 1963. Escorted tours of public housing developments afforded interested persons an opportunity to familiarize themselves with the types of facilities available and led many to seek admission.

The staff of the Relocation Office was available to provide both direct and indirect assistance. Hundreds of personal consultations were held to aid and guide residents to be displaced in finding improved housing consistent with their aspirations. Where health and economic problems were discovered, referrals were made to appropriate agencies. Both the Boston Department of Public Welfare and the Visiting Nurse Association made major contributions in directing individuals to out-patient clinics, hospitals and nursing homes for remedial medical care. Material assistance in the form of furniture, bedding and other necessities needed for new homes was provided by the Morgan Memorial, Goodwill Industries, and St. Vincent de Paul Society.

The relocation staff was able to operate according to a flexible time schedule because project execution was staged to accommodate the finding of new housing for those to be displaced. Each person was treated with intelligence, dignity, and respect. The success of this experience in relocation demonstrated that the human problem of renewal can be met, understood, and adequately resolved for the great majority.

Goals for 1964 include (1) completing the relocation of the remaining 51 families and individuals from Washington Park and Castle Square, 50% of which have made firm commitments to either purchase homes or to take advantage of public housing developments and (2) providing relocation services for more than 500 families and individuals to be displaced during the second stage of clearance activity in Washington Park.

REHABILITATION

Rehabilitation - the improvement of existing property is a major goal of urban renewal project activity in Boston. Surveys of Boston Neighborhoods have indicated that more than 80% of

existing housing can be restored. Much of this needs only minor repairs in order to meet minimum city code standards.

Plans for Charlestown, the South End, and Washington Park all call for improvement of large portions of the project area through rehabilitation - Charlestown being unique among project areas with 90% of its homes scheduled for rehabilitation. In order to encourage and assist property owners to improve their real estate holdings, rehabilitation offices have been established in these three areas.

Qualified BRA staff members provide numerous and varied services at the rehabilitation offices from the time a property owner makes an inquiry as to the feasibility of rehabilitation through completion of the work. Personnel experienced in building processes make a survey of existing living quarters, stipulate necessary improvements, and estimate the cost of the remodeling. Architects and designers draw up plans acceptable to the owner. If the property owner decides to proceed with the work suggested, the rehabilitation office provides assistance in letting the contract, applying for loans and FHA mortgage insurance. After the work is completed, a rehabilitation specialist will make a final check of the property to assure that minimum property standards have been met and that the contractor has performed the job agreed upon.

Rehabilitation of pilot areas began in Charlestown and the South End in 1963 in order to expedite the major effort that will be required when these projects go into execution. In June of 1963, the Authority voted to acquire certain City-owned tax-title properties in the City in order to rehabilitate these vacant houses as demonstration projects. When completed, the properties will be sold or rented to families from the area who have been displaced by clearance activity. This new effort was made possible with the enactment of Chapter 314 of the Acts of 1961, which authorizes the Real Property Board to transfer foreclosed properties to the Authority without consideration.

Many organizational and administrative improvements were made during the year in order to achieve an efficient and coordinated method of operation for rehabilitation activities in the various project areas. Data on area building permits for alteration work, on assessed valuation, and on legal occupancy is now collected centrally and forwarded to rehabilitation site offices. A list of contractors doing rehabilitation work is also maintained centrally and made available to each office.

ADMINISTRATION AND PERSONNEL

During 1963, a number of staff appointments were made to provide additional strength in areas increasing in activity as the Development Program progresses. With the creation of the new Family Relocation Department, a Director was appointed and assigned the responsibility of administering family relocation on a program-wide basis.

A Transportation Coordinator and additional traffic planners were appointed to handle the additional work as project circulation plans progressed, the Massachusetts Turnpike Extension moved closer to completion, and prospects for the Inner Belt came closer to reality.

Staffing of the Planning Department was strengthened by appointment of a Planning Administrator, an Assistant Planning Administrator and a redefinition of areas of responsibility, including units responsible for Community Facilities, Programming, Comprehensive Planning, Renewal Planning, Graphics, Research, and Economic Development. A Capital Improvement Officer was also appointed.

In December, a salary schedule was adopted by the Authority and revision of some personnel procedures was implemented. The salary schedule establishes 16 grades and 5 step rates within each grade, each representing a 5% salary increase. The schedule was the result of a study of salary structures of other redevelopment agencies in comparable cities across the nation, and an analysis of increased responsibilities and staffing within the Authority since its formation in 1957.

FINANCEBRA Payments to Boston

During 1963, the Authority paid \$1,326,508.80 in lieu of taxes to the City of Boston for improved land acquired for clearance purposes in Government Center, Washington Park, and Castle Square. Such payments are authorized by Chapter 121A of the General Laws and constitute an allowable project expenditure under regulations established by the Urban Renewal Administration. The sum paid to the City represented a savings of 91¢ on the tax rate in 1963.

Federal Grants and Reservation

On December 31, 1963, total Federal Grants and Reservations for Boston amounted to \$103,884,933 as compared to a total of \$77,235,389 on December 31, 1962. Changes during the year included the execution of a Loan and Grant Contract for Washington Park, a Capital Grant Reservation for the Central Business District, and Federal approval of a Part I Application for Loan and Grant Contract for Mattapan.

State Aid

Two legislative enactments of the General Court in 1963 were significant for Boston's Development Program. Chapter 467 of the Acts of 1963 increased the minimum proportion of School Building Assistance from 30% to 40% for the cost of construction of local public elementary and secondary schools. Since Boston's reimbursements for such construction have always remained at the minimum percentage of State Aid under this program, the increase should prove to be an important help in financing the City-wide program of new construction, alteration, and repairs of school buildings in project areas and elsewhere in the City. The first step in this program got underway in 1963 when the City Council approved a \$29,000,000 bond issue recommended by Mayor John F. Collins.

DESIGN

Outstanding design in construction in urban renewal areas and throughout the City has been a continuing goal of the Authority. During 1963, design staff consulted with and assisted project teams on a continuing basis to assure that good design would be an integral part of all such planning. Preliminary design of streets for Government Center were completed in the spring of 1963, leading to preparation of the Master Landscape Plan by Sasaki-Walker Associates. This, in turn, will lead to more detailed drawings and specifications for streets and street furnishings early in 1964.

The Walnut Avenue "Totlot" in Washington Park marks the first staff-designed playspace in a series to be constructed in renewal project areas. Special design work was begun on improvements for Copley Square and the surrounding area, in anticipation of development plans for the Boston Public Library, Trinity Church, and other properties on the Square.

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The Design staff also completed a preliminary development study of Cambridge Street in order to improve this major roadway's attractiveness as an entrance to Government Center and Downtown Boston. A proposal to create a tree-lined pedestrian promenade by acquiring an additional 20-foot of property as a public right-of-way was adopted by the Authority and accepted in principle by owners along the street for the Old West Church, the new branch planned by the Boston Public Library, the Harrison Gray Otis House, and public agencies building in the Government Center. Negotiations are also being carried on to secure cooperation from the developers of the West End shopping center complex for this proposal.

Special Design Studies

Studies and preliminary plans for moderate-rental housing were completed under a contract with Koch-Waltch which terminated in April 1963. The report contained working drawings, cost estimates, and documents related to financing such developments. Results of the research have been incorporated into plans for the Academy Homes project in Washington Park.

Proposals for other housing developments in Washington Park, the South End, Mattapan and Jamaica Plain were also received and reviewed by the design staff in 1963. Panels of nationally known housing experts were called in upon recommendations of the Design Advisory Committee to review and comment upon design aspects of the Washington Park and South End development.

The feasibility and design of prototype multi-storied industrial buildings in Boston was under study during 1963 by W. Chester Browne, Associates. To date, plans of prototype structures have been accepted by the Authority. A feasibility study, renderings, and a final report are expected in 1964.

Design Advisory Committee

The efforts of the Design Advisory Committee - Hugh Stubbins, Chairman, Dean Pietro Belluschi of the School of Architecture and Planning, M. I. T., Dean Jose Luis Sert of the Graduate School of Design, Harvard University, Nelson Aldrich and Lawrence Anderson - continued to augment the work of the Authority design review staff in seeking to assure the highest principles of design in the building of the new Boston. The Committee recommended in 1963 the establishment of a series of expert design

panels to review submission on disposition parcels throughout the Development Program. Their recommendations resulted in the active participation of outstanding architects from Boston and other sections of the country, in the review of housing submission, a Government Center office building, and a shopping center in Washington Park. Panelists included Vincent Kling, Harry Weese, Morris Ketchum, Jr., Dan Kiley, Oskar Stonorov and Chloethiel Smith.

INFORMATION AND EXHIBITS

The success of Boston's ambitious urban renewal program will be determined by many factors. One of the most important of these is the successful implementation of a "planning with people" policy. Programs such as family relocation, rehabilitation, and neighborhood participation embody the essence of planning with rather than for people. However, beyond this, the general public needs also to be fully informed about the progress of the development program in its various stages.

During 1963, extensive preparations were made for an Information Center to be located on the main floor of the building at Washington and Cornhill Streets. Scale models of various projects and informational materials and exhibits will be displayed. Phone inquiries and visits to the Authority, both scheduled and impromptu, will be handled at the Center. The official opening is tentatively planned for early 1964.

BRA staff members continually provide services aimed at fully informing the public of Authority activities. Many requests for information are received from local papers, national magazines and other interested groups. Cooperation in this phase of the program is provided by many civic organizations which include the Greater Boston Chamber of Commerce and the Greater Boston Real Estate Board.

Additional activities carried out for purposes of public information included participation in the Boston Arts Festival held in June, the New England Home Show in March, and the exhibit of project models on numerous different occasions and places, the most widely circulated models being Government Center and Washington Park.

Boston and BRA Host to National ASPO Conference

The American Society of Planning Officials, a professional



society of city planners, architects, engineers, government officials, civic leaders, and others concerned with community and regional planning in 1963 chose Boston as the site of their 30th Annual National Planning Conference - the world's largest conference on urban problems - to take place in this City in April 1964.

PART FOUR

COMPREHENSIVE PLANNING

COMPREHENSIVE PLANNING

In addition to its renewal responsibilities, the Authority also acts as the planning agency for the City. It produces a general plan to guide long-range physical development, a capital improvements program, and other general and special studies to assure an orderly and coherent pattern of development for the City as a whole.

Planning and renewal functions are closely integrated in many respects. Much research, analysis, and information valuable to the City as a whole has come from planning and studies carried out for GNRP and project areas. A project plan for a 500-acre project has many of the characteristics of a general plan and offers comprehensive planning guides for both the area and its adjacent neighborhoods.

Comprehensive planning works to assure the coordination of planning for particular projects. Community facilities, schools, recreation areas, location of fire and police stations, new offices for other City agencies - must not only accommodate the needs and plan of a particular project area but must be distributed in a meaningful way to serve efficiently all residents of the City. All of the needed facilities must be budgeted for within the City's available resources.

Traffic and transportation needs must be reviewed on a City-wide basis, and many other problems or events affecting the City must be studied. Given the goals of the Development Program and a long-range physical plan for Boston, ways and means of implementation must be found.

During the year, much important work was accomplished on each of these fronts.

GENERAL PLAN

The official City Plan for Boston was approved in 1950. Some amendments to it have occurred with the acceptance of several reports presenting plans for sub-areas of the City. Significant changes and shifts in population, economic, and social trends during the past fifteen years have occurred, however, and these must be taken into account in order to have a usable and current guide to long-range physical planning of the City.

During 1963, an extensive review of all previous studies by the City Planning Board, current GNRP and project planning analyses, new transportation developments, and other relevant data was carried out within the Planning Department. Ways and means of implementing the goals of the Development Program were also examined. At the end of the year a preliminary draft of a General Plan for the City had been prepared.

Further analysis, testing, and a review will occur in the early months of 1964, and a completed document is expected by the end of summer. The General Plan will provide a framework for planning goals to be achieved by 1975. One of the most important aspects will be the establishment of circulation patterns and network of transportation routes. Growth areas of the City will be highlighted, and current and projected changes in land use will be outlined. The plan will bring together the latest available information and thinking along with recommendations for the type and location of desired activity and use of land for the future.

CAPITAL IMPROVEMENTS PROGRAM

A major step forward in the programming of needed municipal facilities was accomplished in 1963 with the publication of Reviewing Boston's Municipal Facilities, which outlined the type, location, and costs of improvements needed to achieve the renewal of Boston's capital facilities by 1975. The report called for a \$287 million dollar program and proposed major new construction in every area of the City with major emphasis upon neighborhood services and on improvements in the downtown area.

The recommendations contained in the report were prepared after analysis of comprehensive questionnaires received from City agencies and after studies undertaken by the City Planning Board and Authority consultants were evaluated. Final reviews with appropriate City agencies were carried out, and the completed document was adopted by the Authority in November as its recommendation to the Mayor for capital improvements for Boston and as its guide for City capital spending in urban renewal areas.

Capital improvements have been carefully staged and coordinated with the Development Program so that the City can make maximum use of Federal assistance and avoid any substantial increase in the property tax burden. Suggestions for other sources of financial assistance are also included where relevant.

The 1963-75 Capital Improvements Program is intended as a realistic plan for action. Its biggest element is the proposed construction of 63 new schools ranging from small elementaries to the 5500 pupil university-style complex for English High School. It also calls for ten new branch libraries, sixteen playfields and twenty community centers coordinated with intermediate and secondary school construction where possible, 45 new playgrounds at elementary schools and a major effort to expand and rehabilitate existing city parks and public spaces. Fifteen new fire stations, additional health centers and modernized, rationalized police facilities will improve services in protecting the public. A major addition to the central library is endorsed.

The program also recommends additional public parking facilities, modernized traffic control systems, accelerated and expanded expenditures for street, sewer and water line reconstruction.

To assist city departments to coordinate their effort with urban renewal planning and to expedite the realization of this program so that it can be completed by the target year 1975, the date of the proposed World's Fair in Boston, the Authority determined in December to assign full-time, high-level staff to the task of turning this program from paper to bricks and mortar.

COMMUNITY RENEWAL PROGRAM

During 1963, preparation was underway for submission of an application for Federal assistance to undertake a Community Renewal Program. The "CRP" will provide a long-term strategy for the Development Program by developing programs and policies to assure the accomplishment of those goals. Two-thirds of the cost will be provided by the Federal government, and public agencies and non-profit private organizations may contribute to the local share.

Basically, the CRP will make possible a series of studies related to many aspects of development. The timing of programs and action, alternative measures which might be pursued to meet these goals, and a broader base of knowledge about the opportunities, needs and effects of various types of action will result.

Presently contemplated are studies related to economic

change; the Port; jobs and human resources, employment prospects; means of achieving more new housing and facilitating the rehabilitation of existing housing; indices of neighborhood change; recreation, health, municipal housekeeping, parking, street sufficiency, utilities; historic conservation; further surveys; and financing.

The studies will be carefully staged to complement each other; some will be performed by Authority staff, some by consultants, and others by such agencies as ABCD, the Massachusetts Port Authority, Boston College, and the Boston Municipal Research Bureau. The reports will be fully publicized and should be a valuable means of greater understanding by Boston residents of their City.

SPECIAL STUDIES

World's Fair for Boston

The Authority is cooperating with the Boston Chamber of Commerce in its efforts to bring the World's Fair to Boston in 1975. The year would be especially appropriate since it is the target date for completion of the major goals of the Development Program. It would also mark the 200th anniversary of the Revolutionary War, and the City is rich in sites and memories of important events in American history.

The Chamber of Commerce has already made a general survey of World's Fairs and collected much information on the subject, and a 1975 World Freedom Fair of Boston Corporation has been formed. During the year Authority staff members reviewed potential sites within the City which were of sufficient size, accessible to rapid transportation, and convenient to downtown, and capable of re-use after a Fair.

Plans are now being developed which would utilize Boston's unusual topographical assets and rich historic attractions into a unique and exciting concept which will be revealed during 1964.

Attractions for New Investment

Although Boston is extensively built and has far less undeveloped land area than most major cities, there still remains

a number of vacant or underutilized spots which are capable of extensive development. During the year, a study was made of these areas to obtain information on topography, ownership, value, and potential attractiveness of new housing, commercial, industrial or other types of development and a catalogue of such sites was initiated. It is expected that this information will be further developed and a brochure prepared for interested investors during 1964.

TRANSPORTATION

During 1963, a Transportation Coordinator and additional professional staff were appointed to carry on the increased demands of transportation planning. Under a contract with Wilbur Smith and Associates, traffic studies are being prepared for eight GNRP areas. Information on traffic flows along arterial and collector streets, vehicle counts at selected intersections, and other data was gathered during the year. The contract also calls for preparation of a general plan for all expressway, arterial and collector streets within nine GNRP areas. The study is one of the largest and most comprehensive undertaken within Boston in over twenty years.

Further progress was made during the year in the selection of a new alignment for northern expressway of the Inner Belt (Route 93). This will reduce the number of buildings requiring demolition and incorporate the proposed rapid transit extension along railroad tracks into the elevated roadway of the Inner Belt.

Refinement of Massachusetts Turnpike Authority plans for its Boston extension and the relation of these to the City's development program was a major concern of the Transportation Planning Division during 1963. General planning for the entire Turnpike Extension route traversing the City of Boston, with the exception of the Huntington Avenue interchange area, had been accomplished by the end of the year.

Boston was one of the first cities in the country to conduct a pedestrian travel survey. Pedestrians traveling in the Central Business District were personally interviewed at random to determine how far a person would be willing to walk between his shopping or business appointment and his rapid transit stop or automobile parking space. A detailed traffic planning of the CBD has been assigned to the firm of Barton-Aschmann Associates.

Other significant activities during the year involved studies of truck circulation and traffic flow from the Government Center to Washington Street North; collaboration with the Metropolitan District Commission for a proposed Charlesgate viaduct to connect Storrow Drive with the Fenway; studies for improvement of rapid transit facilities within Parker Hill-Fenway; and development of parking facility plans for Washington Park.

ZONING AND MAPPING

Authority personnel work with the Zoning Commission and Board of Zoning Adjustment. A new zoning code, prepared by the Zoning Commission in 1962, and re-adopted in 1963, will become effective on December 1, 1964. Under the new code, the Authority will be required to file a report with recommendations on all changes in zone boundaries, applications for conditional use permits and certain types of variance applications.

Authority staff working on zoning matters also supervised the \$156,000 contract with Fairchild Aerial Surveys of California for photogrammetric mapping of approximately 30% of the area of the City. Of 328 "sheets" required to cover the entire city, 110 sheets were completed. The 37 sheets prepared for the Washington Park, South End, Charlestown, Downtown and Waterfront urban renewal areas are available in completed form. Each sheet comprises four maps, showing five foot contour lines, block and lot lines, lot and building outlines; parcel areas, block and street numbers and names of public and semi-public buildings. The 63 sheets covering GNRP areas contain three maps, showing five foot contours, block outlines, and building outlines.

Presently available funds will be supplemented to allow for photogrammetric mapping of more of the City, commencing in 1964. This will make available badly needed information on lot lines, rights of way, and other information not presently available to City agencies in many sections of the City.

TABLE I

SUMMARY OF BRA APPROVED URBAN RENEWAL PROJECTS

<u>Project</u>	<u>BRA Approval</u>	<u>Acres</u>	<u>Status as of 12/31/62</u>	<u>Predominant Re-Use</u>
Government Center	June 1963	60	Construction of City Hall Federal Office Building and MTA facilities underway; Federal and City approval of plan pending	New Government Office Center-Federal, State & Local
Washington Park	January 1963	502	Urban renewal plan approved; loan and grant contract executed; 284 new housing units underway	Residential improved through rehabilitation and construction of new housing; new community facilities and commercial areas.
West End	August 1957	41	Project in execution; two apartment buildings containing 466 units complete; work proceeding on second complex of 470 units.	Residential and complimentary facilities; high-rise apartments; clerical residence, motel, and commercial facilities
New York Streets	October 1954	24	All parcels now under development. Completion scheduled for mid 1964.	Industrial and commercial.
Whitney Street	August 1959	7	A non-federally assisted project in execution; one high-rise apartment building with 276 units complete; negotiations complete for second building of 144 units.	New residential development.

BRA APPROVED URBAN RENEWAL PROJECTS (CONT.)

<u>Project</u>	<u>BRA Approval</u>	<u>Acres</u>	<u>Status</u>
North Harvard	September 1962	6 $\frac{1}{2}$	Approvals received from City and URA; contract for execution expected in 1964.
Mattapan	October 1962	4 $\frac{1}{2}$	Federal approval received in 1963 for Part I, Loan and Grant application; City approval pending.
Jamaicaway	February 1963	4	Private developments; planning complete; construction scheduled to begin mid 1964.
Prudential	August 1961	31	A private development in execution; work underway for Prudential Tower, Hotel America, Civic Auditorium and Mass. Turnpike extension.
Tremont-Mason	September 1962	1	Private development in execution; demolition underway with construction scheduled for 1964.

Projects in Survey and Planning

<u>Project</u>	<u>Acres</u>	<u>Status</u>	<u>Predominant Re-Use</u>
Charlestown	520	Advanced planning; preparation of a Part I application for Federal Loan and Grant complete.	Residential; 90% rehabilitation, new housing, commercial developments, community facility improvements.



Projects in Survey and Planning (Cont.)

<u>Project</u>	<u>Acres</u>	<u>Status</u>	<u>Predominant Re-Use</u>
South End	564	Planning stage with execution in early land acquisition area of Castle Square, where clearance is underway	Multi-use; rehabilitation and new construction of residences; industrial development and community and recreational facilities.
South Cove	88	Application pending before Federal Government.	Residential and institutional; rehabilitation and construction of new housing; expansion of Tufts-New England Medical Center.
Central Business District	159	Planning stage; draft plan and preliminary proposals underway.	Commercial; rehabilitation of parking facilities and traffic circulation improvements.
Downtown Waterfront-Faneuil Hall	100	Planning completed; Federal submission expected in February, 1964.	Multi-use; new housing both luxury and moderate income, rehabilitation units, office and commercial space and public facilities.

General Renewal Project Areas

The following five areas will advance into project survey and planning and execution phases as high priority projects are completed and as resources permit.

Parker Hill-Fenway East Boston
South Boston Back Bay
Jamaica Plain

TABLE II

FEDERAL CAPITAL GRANTS AND RESERVATIONSAs of December 31, 1963

<u>Project</u>	<u>Grants & Reservations #</u>
TOTAL	\$103,884,933
New York Streets	3,200,033
West End	11,297,438
Government Center	10,972,000
Washington Park	16,552,557
South End	4,477,600
Charlestown	4,934,000
Waterfront	17,333,000
Central Business District	19,460,880
Parker Hill-Fenway	2,642,000
East Boston	3,690,000
Jamaica Plain	3,410,000
Back Bay	558,653
South Boston	4,482,200
North Harvard	236,387
Mattapan	638,185

#Federal Grant figure includes Relocation Grant.

TABLE III

CUMULATIVE PUBLIC INVESTMENT BY SOURCE
December 31, 1962 - December 31, 1963

<u>Budgets & Accounts</u>	<u>Year</u>	<u>Total</u>	<u>Capital Grant Cumulative</u>	<u>Net Federal Advance</u>	<u>Local Share</u>	<u>Current Liabilities</u>	<u>Sale Price of Land Sold</u>
TOTAL	1963	68,893,502	13,309,812	48,600,317	7,121,373	2,093,471	3,609,458
	1962	49,279,566	11,778,803	30,312,435	7,188,328	849,080	1,238,265
N. Y. Streets	1963	4,656,760	2,855,101	423,085	1,378,574	51,614	461,010
	1962	4,656,760	2,855,101	423,085	1,378,547	40,300	461,010
West End	1963	16,623,622	8,141,771	5,138,000	3,343,851	121,042	1,036,948
	1962	16,490,622	8,141,771	5,05,000	3,343,851	100,890	777,255
Washington Park	1963	12,054,940	138,159	11,916,781	...	337,826	11,500
	1962	1,565,000		1,565,000	...	115,277	
Government Center	1963	24,210,328	2,045,673	22,164,655	138,000	458,602	2,100,000
	1962	21,901,696	781,931	21,119,765	...	119,162	
Charlestown	1963	392,000		392,000	...	93,411	
	1962	200,000		200,000	...	19,975	
South End	1963	6,203,368	129,108	6,074,260	...	186,864	
	1962	494,260		494,260	...	86,736	
Downtown Waterfront	1963	374,000		374,000	...	97,009	
Central Business District	1963	513,108		513,108	...	51,513	
Columbia Point	1963	13,203		13,203	...	22,298	
Whitney Street	1963	1,800,000		1,800,000	...	1,973	
	1962	1,545,000		1,545,000	...	6,262	

TABLE III (Cont.)

CUMULATIVE PUBLIC INVESTMENT BY SOURCE
December 31, 1962 - December 31, 1963

<u>Budgets & Accounts</u>	<u>Year</u>	<u>Total</u>	<u>Capital Grant Cumulative</u>	<u>Net Federal Advance</u>	<u>Local Share</u>	<u>Current Liabilities</u>	<u>Sale Price Of Land Sold</u>
ONRP's	1963	1,591,225		1,591,225			150,352
	1962	1,505,325		1,505,325			72,713
City Planning Funds	1963	1,025,265			1,025,265		29,647
	1962	742,610			742,610		35,737
UR Special Account	1963	178,293				178,293	
	1962	178,293				178,293	
Revolving Fund	1963						491,320
	1962						252,028

TABLE IV

CUMULATIVE PUBLIC INVESTMENT BY PURPOSE
December 31, 1962 - December 31, 1963

Budgets & Accounts		Year	Total	For Land Acquisition & Clearance	For Planning & Admin's'n	For Interest	For Relocation Payments	For Site & Project Improvements	Assets & Investments
TOTAL	1963	61,921,358	41,400,424	14,804,703	2,020,433	2,712,665	986,055	13,252,747	7,383,693
	1962	43,983,220	31,482,650	9,195,979	1,245,813	1,181,423	877,355	34,000	39,520
N.Y. Streets	1963	5,135,383	3,870,316	552,122	176,995	9,233	526,719	1,041,746	787,457
	1962	5,118,550	3,870,316	546,312	165,972	9,233	526,719		
West End	1963	16,739,872	13,031,532	2,292,142	702,233	341,970	371,995		
	1962	16,581,310	12,977,117	2,295,621	615,966	341,970	350,636		
Washington Park	1963	6,722,955	3,993,291	2,365,907	138,257	138,159	87,341	5,681,310	967,785
	1962	712,496	16,101	2,677,132	19,263				
Government Center	1963	23,209,984	17,843,377	2,609,249	711,685	2,045,673		3,696,947	
	1962	17,135,082	14,619,118	1,382,997	351,036	781,931		4,885,777	
Charleston	1963	456,501		442,598	13,903				
	1962	117,111		115,522	1,289				
South End	1963	4,438,130	2,661,908	1,523,258	123,856	129,108		1,952,103	
	1962	555,092		535,818	19,274			25,903	
Downtown	1963	356,195		360,305	5,890			104,811	
Waterfront									
Central Bus-1963		437,459		430,552	6,907			127,165	
Columbia Pt.1963		28,818		28,742	76				6,682

TABLE IV (Cont.)

CUMULATIVE PUBLIC INVESTMENT BY PURPOSE

<u>Budgets & Accounts</u>	<u>Year</u>	<u>Total</u>	<u>For Land Acquisition & Clearance</u>	<u>For Planning & Adminis'n</u>	<u>For Relocation Payments</u>	<u>For Site & Project Improvements</u>	<u>Assess & Investments</u>
			<u>For Interest</u>	<u>For Interest</u>	<u>For Interest</u>	<u>For Interest</u>	<u>For Interest</u>
Whitney Street	1963	1,619,142	1,570,620	1,468,385	48,522	..	182,831
	1962	1,516,674	1,468,385	1,468,385	48,289	..	34,588
GMRP's	1963	1,570,761	1,430,050	1,346,296	140,651	..	170,876
	1962	1,419,009	1,346,296	1,346,296	72,713	..	159,029
City Plan. Funds	1963	1,026,015	1,026,015	23,897
	1962	650,651	650,651	127,696
UR Special Account	1963	173,143	173,143	5,119
	1962	177,245	177,245	1,048
Revolving Fund	1963	491,320
	1962	252,028

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